Kern/Kings Co Ln

RTE 46

## LEGEND

kisting Lanes	Conventional
anned or Programmed by 2030	Expressway
Add Through Lanes	Number of Lanes
	2
ength of segments not to scale	4

SLO/Kern Co Line JCT SR 166/Poso St 1.2 MI S of JCT RTE 119 First St 10th St 0.8 mi N/O Sandy Cr

PM 73.7

Midway Rd

JCT RTE 58 W

JCT RTE 58 E

Lokern Rd

Segment: Is self-explanatory except for severa

Rural/Urban: Indicates whether the segment is a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e. lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan ining by specific sections of highway.

Facility: Shows the Existing Facility, the desire facility type (2030 Concept) by 2030- RTPA's ar Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicate that the highway has been improved in select locations with operational or safety improvemen

LOS: The current (2005) LOS (level of service along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency**: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with year of occurrence shown. It also shows wheth a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept mprovement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB of WB/EB) either in the morning (AM) or evening

% Trucks: shows the percentage of trucks for AADT and Peak Hour.

AADT: signifies Annual Average Daily Traffic. Peak Hour: Indicates a representation of the

maximum hour of traffic flow during the day. N/A - Not deficent, no project recommended/no applicable.

N/A\* - Deficent, no project recommended.

(I)+ 2-lane conventional highway improvement turn lanes, signals, passing lanes, etc.

Concept Facility meets Concept LOS.

\* Deficient-Concept Facility does not meet Concept LOS.

		<u>PM 0.0</u> Dir S - N	<u>PM R11.6</u>	<u>PM 16.7</u>	<u>PM18.3</u>	<u>PM 19.1</u>	PM 20.3	PM 23.4	<u>PM 33.5</u>	PM 34.3	<u>PM 41.1</u>	PM 60.1	PN
	4		RICOPA	Т	A F	T							
veral	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	İ
	County / Route	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	İ
nt is in	Description Begin	SLO/KERN CO LINE	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46	ĺ
: lling;	Description End Postmile Limits Begin/End	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46	KERN/KINGS CO LINE	ĺ
ıg,	Postmile Limits Begin/End (PM)	0.0 / R11.6	R11.6 / 16.7	16.7 / 18.3	18.3 / 19.1	19.1 / 20.3	20.3 / 23.4	23.4 / 33.5	33.5 / 34.3	34.3 / 41.1	41.1 / 60.1	60.1 / 73.7	ĺ
	Length (MI)	11.6	5.1	1.6	0.8	1.2	3.1	10.1	0.8	6.8	19.0	13.6	
ace (8'	Rural / Urban	Rural/Urban	Urban/Rural	Urban	Urban	Urban	Rural	Rural	Rural	Rural	Rural	Rural	
S.	Terrain	Mountainous	Rolling	Rolling	Flat	Flat	Rolling	Rolling	Rolling	Rolling	Rolling	Flat	
s the i.e., 8	ROW: Range Existing (FT)	60 / 400	60 / 140	80 / 150	100 / 100	80 / 80	60 / 60	60 / 140	80 / 110	80 / 100	60 / 100	60 / 100	
pical lan	Median Range (FT)	0 / 4	0 / 0	0 / 4	0 / 0	0/0	0/0	0/0	0/0	0 / 0	0 / 0	0 / 0	
iaii	Shoulder Range (FT) - Treated	0 / 8	0/9	0 / 11	6 / 10	0 / 10	0/0	0/2	0 / 1	0 / 1	0 / 4	2/3	
sired	Lane Width (FT)	10	12	12	12	12	12	12	12	11	11	12	
's and ve	Ultimate ROW (FT)	110	110	110	110	110	110	110	110	110	110	110	1
cates ct	Facility: Existing	2C	2C	2C	4C	2C	2C	2C	2C	2C	2C	2C	l
ments.	2030 Concept	2C(I)+	2C(I)+	2C(I)+	4C	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	
rice), 2015	UTC	4C	4C	4C	4C	4C	4C	4C	2C(I)+	2C(I)+	2C(I)+	2C(I)+	
OS	LOS: 2006	С	С	С	С	D	D	С	С	С	D	В	
	<b>LOS</b> : 2015	С	С	С	С	Е	Е	С	С	С	D	В	
	LOS: 2030	D	С	С	С	E	E	С	D	С	D	В	
	LOS: Concept 2030	D	D	D	D	D	D	D	D	D	D	D	
ept	Deficiency/Year Deficient	N/A	N/A	N/A	N/A	2015	2015	N/A	N/A	N/A	N/A	N/A	
eak	Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No	No	No	No	No	1
	LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	1
	Directional Split (Peak Hour)	56/44	55/45	51/49	51/49	51/49	51/49	54/46	54/46	55/45	51/49	51/49	1
for	<b>AADT</b> : 2006	4,350	6,200	8,600	12,900	10,600	10,600	3,100	2,900	1,800	5,200	2,400	
ic.	<b>AADT</b> : 2015	5,900	8,000	8,600	17,900	14,700	13,500	4,000	3,800	2,400	5,500	3,000	
	<b>AADT</b> : 2030	8,100	10,400	10,100	24,900	20,500	16,900	5,100	4,900	3,000	5,700	3,800	1
d/not	Peak Hour: 2006	420	610	840	1,300	1,100	1,100	380	330	210	600	250	
	Peak Hour: 2015	570	790	840	1,800	1,520	1,400	490	430	270	630	320	
ents,	Peak Hour: 2030	790	1,020	980	2,510	2,120	1,750	630	560	350	660	400	
	% Trucks: AADT	23%	26%	20%	20%	26%	28%	28%	33%	26%	19%	8%	
	% Trucks: Peak Hour	20%	23%	17%	18%	24%	26%	26%	30%	24%	17%	7%	1

**DRAFT SUMMARY CHART 1B** 

Transportation Concept Report

State Route

	Route												
LEGEND Existing Lanes Planned or Programmed by 2030	Conventional SI Expressway	_O/Kern Co Line JCT :	SR 166/Poso St 1.2 MI	S of JCT RTE 119 Fi	irst St 10th	St 0.8 mi N/O	Sandy Cr Midwa 	ıy Rd JCT RT	TE 58 W JCT	r RTE 58 E Loke	ern Rd RTE 	E 46 Kern/King	js Co Ln
Add Through Lanes		PM 0.0	<u>PM R11.6</u>	<u>PM 16.7</u>	<u>PM18.3</u>	PM 19.1	PM 20.3	PM 23.4	PM 33.5	PM 34.3	PM 41.1	PM 60.1	PM 73
* Length of segments not to scale	4	Dir S - N <b>M A</b>	RICOPA	Т	A F	Т		i ! ! !	i ! ! !	i    -  -  -			
Segment: Is self-explanatory except for several	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	
data sets:	County / Route	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	]
Functional Classification: A process by which streets and highways are grouped into or	Description Begin	SLO/KERN CO LINE	JCT SR 166/POSO ST 1.2 MI S OF JCT RTE		FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46 KERN/KINGS CO	
classification systems.  Freeway/Expressway System: The Statewide	Description End Postmile Limits	JCT SR 166/POSO ST		FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46	LINE	1
system of highways declared to be essential to the future development of California.	Begin/End (PM) Length (MI)	0.0 / R11.6 11.6	R11.6 / 16.7 5.1	16.7 / 18.3 1.6	18.3 / 19.1 0.8	19.1 / 20.3 1.2	20.3 / 23.4 3.1	23.4 / 33.5 10.1	33.5 / 34.3 0.8	34.3 / 41.1 6.8	41.1 / 60.1 19.0	60.1 / 73.7 13.6	1
Regionally Significant: Serves regional	Functional Classification	Minor Arterial				Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Major Collector		Major Collector	
transportation needs including at a minimum all principal arterial highways and all fixed guideway	National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No	No	No	]
transit facilities.	Freeway/Expressway System (Y/N) Regionally Significant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<b>STRAHNET:</b> A highway that provides defense access, continuity, and emergency capabilities for	Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	]
movements of personnel and equipment in both peace and war.	STRAHNET (Y/N)	No	No	No	No	No	No	No	No	No	No	No	
Lifeline: A route on the State highway system that	Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No	
is deemed so critical to emergency response/life- saving activities of a region or the state that it mus remain open.	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No	No	No	No	No	
rural regions.	Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or	A	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	
This act required states to allow larger trucks on the National Network. "Terminal Access" routes	Scenic (Yes: Officially		•••••										
are State highways that can accommodate STAA trucks. Other designations i,e., California Legal	Designated, Eligible or No)	No	No	No	No	No	No	No	No	No	No	No	
offer more limited access.  Scenic: A highway may be designated scenic	ICES (Intermodal Corridor of Economic Significance) (Y/N)												
depending upon how much of the natural	(1/14)	No	No	No	No	No	No	No	No	No	No	No	-
landscape can be seen by travelers.  ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites mos directly, conveniently and efficiently to intrastate,	General Plan/RTP LOS Standard	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significan System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significan System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significan System	Kern Co LOS D for CMP & RTP Regionally Significan System	ıt
interstate, and international markets.	General Plan/RTP Standard Highway Classification	F	<b>F</b>		<b>F</b>	<b>F</b>	<b>F</b>	<b></b>		<b>F</b>	F	<b></b>	
interstate routes, a large percentage of urban and rural principal arterials, the defense strategic		Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	1
highway network, and strategic highway connectors.	Passing Lanes (Y/N)	Yes	Yes	No Vos	No Vos	No Vos	No Vos	No Vos	No Vos	No Vos	No Vos	No Vos	
i	Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	

## LEGEND

Existing Lanes	Conventional	Kern/Kings Co Line	RTE 41	36th Ave	Kings/Fresno Co Line	Jayne Ave	1.0 mi S of Merced Ave	5th St	Cambridge Ave	0.3 mi N of Phelps Ave	Gale Ave	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP
Planned or Programmed by 2030	Expressway			<u> </u>							l		(Equates to)
Add Through Lanes	2	PM 0.0	PM 7.8	PM 16.4	PM 0.0	PM 10.7	PM 13.8	PM 15.4	4 PM 16.6	PM 17.1	PM R18.6	PM 24.3	PM R29.0
* Length of segments not to scale	4	Dir S - N											

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

**Terrain**: Shows the general highway grade: minimal grade = level; moderate grade = rolling and severe grade = mountainous.

**ROW**: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

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Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's an Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicate: that the highway has been improved in select locations with operational or safety improvement

LOS: The current (2005) LOS (level of service) along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

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Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB of WB/EB) either in the morning (AM) or evening (PM)

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	2	<u>PM 0.0</u> Dir S - N	<u>PM 7.8</u>	<u>PM 16.4</u>	<u>PM 0.0</u>	<u>PM 10.7</u>	<u>PM 13.8</u>	<u>PM 15.4</u>	<u>PM 16.6</u>	<u>PM 17.1</u>	<u>PM R18.6</u>	<u>PM 24.3</u>	PM R29
	4	DIFS - N	A V	ENAL		! ! ! ! !	C O	A L	I N	G A	! ! ! ! !	! ! ! ! !	 
veral	SEGMENT	12	13	14	15	16	17	18	19	20	21	22	
	County / Route	KINGS / 33	KINGS / 33	KINGS / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	
nt is in	Description Begin	KERN/KINGS CO LINE	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198	
: Iling;	Description End	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP	
ilirig,	Postmile Limits Begin/End (PM)	0.0 / 7.8	7.8 / 16.4	16.4 / 19.0	0.0 / 10.7	10.7 / 13.8	13.8 / 15.4	15.4 / 16.6	16.6 / 17.1	17.1 / R18.6	R18.6 / 24.3	24.3 / R29.0	
	Length (MI)	7.8	8.6	2.6	10.7	3.2	1.5	1.2	0.5	1.5	5.7	4.7	
ace (8'	Rural / Urban	Rural	Rural/Urban	Urban	Rural	Rural	Urban	Urban	Urban	Urban	Rural	Rural	
S.	Terrain	Rolling	Rolling	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Rolling	Rolling	
ls the ,i.e., 8	ROW: Range Existing (FT)	100 / 100	100 / 115	100 / 100	50 / 80	60 / 100	60 / 142	60 / 80	60 / 60	80 / 100	60 / 135	60 / 150	
pical olan	Median Range (FT)	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	
лап	Shoulder Range (FT) - Treated	0 / 2	2/2	1 / 8	2 / 4	4/4	4 / 14	6/8	0 / 4	4 / 4	2 / 10	0 / 2	
sired	Lane Width (FT)	11	12	12	12	12	12	11	12	12	12	12	
's and ve	Ultimate ROW (FT)	110	110	110	110	110	110	110	110	110	110	110	
icates ct	Facility: Existing	2C	2C	2C	2C	2C	2C	4C	4C	2C	2C	2C	
ments.	2030 Concept	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	4C	4C	2C(I)+	2C(I)+	2C(I)+	
/ice), 2015	UTC	2C(I)+	2C(I)+	4C	2C(I)+	2C(I)+	4C	4C	4C	4C	2C(I)+	2C(I)+	
LOS	LOS: 2006	С	С	В	В	С	С	В	D	С	С	С	
	<b>LOS</b> : 2015	С	С	В	В	С	С	В	D	С	С	С	
vith the	LOS: 2030	С	D	В	В	D	D	В	D	С	С	С	
hether and	LOS: Concept 2030	D	D	D	D	D	D	D	D	D	D	D	
ept	Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Project in STIP/RTP (Y/N	) No	No	No	No	No	No	No	No	No	No	No	
	LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	<b>Directional Split</b> (Peak Hour)	51 / 49	50 / 50	50 / 50	51 / 49	51 / 49	51 / 49	51 / 49	51 / 49	50 / 50	50 / 50	50 / 50	
for	<b>AADT</b> : 2006	2,300	3,800	2,200	2,050	7,000	10,500	9,600	9,600	4,650	4,050	2,600	<u> </u>
ic.	<b>AADT</b> : 2015	2,500	5,200	3,000	2,600	8,900	11,600	10,600	10,600	4,700	4,100	3,400	
	<b>AADT</b> : 2030	2,900	7,000	4,100	3,300	11,200	13,800	12,100	10,800	5,300	4,600	4,500	
d/not	Peak Hour: 2006	240	390	220	210	660	1,100	960	960	510	420	260	]
	Peak Hour: 2015	260	530	300	270	840	1,210	1,060	1,060	510	420	340	]
nents,	Peak Hour: 2030	310	720	410	340	1,060	1,440	1,210	1,080	580	470	450	]
	% Trucks: AADT	7%	7%	6%	7%	10%	11%	10%	10%	15%	17%	25%	
	<b>% Trucks</b> : Peak Hou	r <b>8%</b>	8%	7%	8%	11%	13%	12%	12%	17%	19%	26%	

Transportation Concept Report DRAFT SUMMARY CHART 2B

State Route 33 LEGEND Existing Lanes Conventional RTE 41 1.0 mi S of Merced Ave 0.3 mi N of Phelps Ave Kern/Kings Co Line 36th Ave Kings/Fresno Co Line Jayne Ave 5th St Cambridge Ave Gale Ave N JCT RTE 198 S JCT RTE 145/33/I-5 SEP Planned or Programmed by 2030 Expressway Equates to) Add Through Lanes PM 7.8 PM 0.0 PM 13.8 PM 17.1 PM R18.6 PM 0.0 PM 16.4 PM 10.7 PM 15.4 PM 16.6 PM 24.3 PM R29.0 Dir S - N Length of segments not to scale C 0 Ι G Α AVENAL 12 15 17 19 20 22 13 14 16 18 21 SEGMENT Segment: Is self-explanatory except for several data sets: **KINGS / 33 KINGS / 33 KINGS / 33** FRESNO / 33 FRESNO / 33 FRESNO / 33 FRESNO / 33 FRESNO / 33 FRESNO / 33 FRESNO / 33 FRESNO / 33 County / Route KERN/KINGS CO KINGS/ FRESNO CO .0 MI S OF MERCED 0.3 MI N OF PHELPS Functional Classification: A process by which CAMBRIDGE AVE Description Begin RTE 41 36TH AVE JAYNE AVE **GALE AVE** N JCT RTE 198 5TH ST LINE LINE AVE AVE streets and highways are grouped into or .0 MI S OF MERCED 0.3 MI N OF PHELPS KINGS/ FRESNO CO S JCT RTE 145/33/Iclassification systems RTE 41 36TH AVE **JAYNE AVE** 5TH ST **CAMBRIDGE AVE GALE AVE** N JCT RTE 198 Description End LINE AVE SEP Freeway/Expressway System: The Statewide 0.0 / 7.8 7.8 / 16.4 13.8 / 15.4 24.3 / R29.0 16.4 / 19.0 0.0 / 10.7 10.7 / 13.8 15.4 / 16.6 16.6 / 17.1 17.1 / R18.6 R18.6 / 24.3 ystem of highways declared to be essential to the Begin/End (PM) future development of California. 7.8 8.6 2.6 10.7 3.2 1.5 0.5 1.5 5.7 4.7 ength (MI) **Major Collector Minor Arterial Minor Arterial** Principal Arterial Principal Arterial Principal Arteria **Minor Arterial Minor Arterial Minor Arterial Minor Arterial** Minor Arterial Regionally Significant: Serves regional lassification transportation needs including at a minimum all ational Highway Syste No No No No No No No No No No No principal arterial highways and all fixed guideway NHS) (Y/N) ransit facilities. reeway/Expressway System (Y/N) Regionally Significant Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes STRAHNET: A highway that provides defense Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes access, continuity, and emergency capabilities for (Y/N) movements of personnel and equipment in both No No No No No No No No No No No STRAHNET (Y/N) beace and war. No No No No No No No No No No No Lifeline: A route on the State highway system that Lifeline (Y/N) s deemed so critical to emergency response/life-IRRS (Yes: HE=High saving activities of a region or the state that it must Emphasis, F=Focus, emain open. G=Gateway or No) No No No No No No No No No No No IRRS: (Interregional Road System): A series of TRUCK NETWORK, as STAA: (NN=National State highway routes, outside the urbanized area Network, TA=Terminal that provide access to the State's economic centers, major recreational areas, and urban and Access CI = California egal, R= Special rural regions. Restrictions or STAA (Surface Transportation Assistance Act): A=Advisory) TA TA TA TA TA TA TA TA TA TA TA This act required states to allow larger trucks on cenic (Yes: Officially he National Network. "Terminal Access" routes Designated, Eligible or are State highways that can accommodate STAA No No No No No Eliaible Eligible Eligible **Eligible** Eliaible Eligible rucks. Other designations i.e., California Legal offer more limited access. ICES (Intermodal Corrido of Economic Significance Scenic: A highway may be designated scenic No No No No No No No No No No No depending upon how much of the natural andscape can be seen by travelers. Kings Co LOS C Fresno Co LOS C Fresno Co LOS C General Plan/RTP Kings Co LOS C Kings Co LOS C Fresno Co LOS C Fresno Co LOS C Fresno Co LOS C Fresno Co LOS C Fresno Co LOS C Fresno Co LOS C ICES (Intermodal Corridor of Economic for RTP for RTP for RTP for RTP for RTP for RTP for RTP for RTP LOS Standard Significance): Significant National Highway Regionally Significant Regionally Significa Regionally Significant Regionally Significant Regionally Significa Regionally Significar Regionally Signification nt Regionally Significant Regionally Significant Regionally Significan Regionally Significat System Corridors that link intermodal facilities mos System System System System System System System System System System System lirectly, conveniently and efficiently to intrastate,

General Plan/RTP

Standard Highway

Expressway Expressway Expressway

Classification

nterstate, and international markets.

nighway network, and strategic highway

connectors.

NHS (National Highway System): Included is all

nterstate routes, a large percentage of urban and rural principal arterials, the defense strategic

d													
	Passing Lanes (Y/N)	No											
	Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	

Expressway Expressway Expressway Expressway Expressway Expressway

## LEGEND

		_						
Existing Lanes	Conventional	N JCT RTE 33/I-5 SEP F	Floral Ave Bel	mont Ave Rou	te 180 Helm C	anal Rd Yir	St Fresno/Mei	rced Co Line
Planned or Programmed by 2030	Expressway		***************************************	×××				1
Add Through Lanes								i
	2	<u>PM R39.9</u>	PM 49.4	<u>PM 61.3</u>	PM R62.3	<u>PM 69.5</u>	<u>PM 70.8</u>	PM R83.0
* Length of segments not to scale	4	Dir S - N			_			

Segment: Is self-explanatory except for several data sets:

**Rural/Urban**: Indicates whether the segment is in a rural area or city limits.

**Terrain**: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW**: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split**: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**% Trucks:** shows the percentage of trucks for AADT and Peak Hour.

**AADT**: signifies Annual Average Daily Traffic. **Peak Hour**: Indicates a representation of the

maximum hour of traffic flow during the day.

N/A - Not deficent, no project recommended/not applicable.

N/A\* - Deficent, no project recommended.

(I)+ 2-lane conventional highway improvements,

turn lanes, signals, passing lanes, etc.

\* Concept Facility meets Concept LOS.

\*\* Deficient-Concept Facility does not meet Concept LOS.

2	<u>PM R39.9</u>	<u>PM 49.4</u>	<u>PM 61.3</u>	<u>PM R62.3</u>	<u>PM 69.5</u>	<u>PM 70.8</u>	<u>PM</u>
4	Dir S - N		MENDOT	A	FIREBAU	G H	
SEGMENT	23	24	25	26	27	28	1
County / Route	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	
Description Begin	N JCT RTE 33/I-5 SEP	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST	
Description End	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST	FRESNO/MERCED CO LINE	
Postmile Limits Begin/End (PM)	R39.9 / 49.4	49.4 / 61.3	61.3 / R62.3	R62.3 / 69.5	69.5 / 70.8	70.8 / R83.0	
Length (MI)	9.4	12.0	1.2	7.2	1.3	1.5	
Rural / Urban	Rural	Rural	Urban	Urban/Rural	Urban	Urban/Rural	
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	
ROW: Range Existing (FT)	50 / 140	60 / 100	60 / 80	60 / 113	100 / 130	70 / 120	
Median Range (FT)	0/0	0 / 0	0/0	0/0	16 / 16	0/0	
Shoulder Range (FT) - Treated	0/2	2/2	2 / 8	8 / 8	8 / 8	8 / 8	
Lane Width (FT)	12	12	12	12	12	12	
Ultimate ROW (FT)	110	110	110	110	110	110	
Facility: Existing	2C	2E	4C	2C	4C	2C	
2030 Concept	2C(I)+	4E	4C	2C(I)+	4C	2C(I)+	
UTC	2C(I)+	4E	4C	4C	4C	2C(I)+	
LOS: 2006	В	В	В	D	С	В	
LOS: 2015	В	В	В	E	С	В	l
LOS: 2030	С	В	В	E	D	С	
LOS: Concept 2030	D	D	D	D	D	D	
Deficiency/Year Deficient	N/A	B*	N/A	2015	N/A	N/A	
Project in STIP/RTP (Y/N)	No	Yes	No	No	No	No	
LOS W/ Concept Improvement	N/A	В*	N/A	N/A*	N/A	N/A	
Directional Split (Peak Hour)	50 / 50	55 / 45	50 / 50	53 / 47	50 / 50	50 / 50	
<b>AADT</b> : 2006	2,800	2,550	5,800	12,500	12,500	3,950	
<b>AADT</b> : 2015	3,900	3,400	7,400	15,600	18,600	5,900	
<b>AADT</b> : 2030	5,400	4,600	9,300	19,500	28,100	8,900	
Peak Hour: 2006	290	260	600	1,300	1,300	400	
Peak Hour: 2015	400	350	760	1,630	1,940	600	
Peak Hour: 2030	560	470	970	2,030	2,930	900	ļ
% Trucks: AADT	27%	22%	19%	24%	30%	30%	
<b>% Trucks</b> : Peak Hour	26%	20%	18%	22%	28%	28%	

## **State Route** LEGEND Existing Lanes Conventional N JCT RTE 33/I-5 SEP Floral Ave Helm Canal Rd Belmont Ave Route 180 Fresno/Merced Co Line Planned or Programmed by 2030 Expressway PM R39.9 PM 49.4 PM 61.3 PM R62.3 PM 69.5 PM 70.8 PM R83.0 2 Length of segments not to scale Segment: Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system th is deemed so critical to emergency response/life-saving activities of a region or the state that it muremain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized area that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites modificatly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is al interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

	4	Dia O. N					
	4	Dir S - N		MENDOT	A	FIREBAU	G H
al	SEGMENT	23	24	25	26	27	28
	County / Route	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
	Description Begin	N JCT RTE 33/I-5 SEP	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST FRESNO/MERCED
	Description End	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST	CO LINE
the	Begin/End (PM)	R39.9 / 49.4	49.4 / 61.4	61.3 / R62.3	R62.3 / 69.5	69.5 / 70.8	70.8 / R83.0
	Length (MI)	9.4	12.0	1.2	7.2	1.3	1.5
	Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
ıy	National Highway System (NHS) (Y/N)	No	No	No	No	No	No
	Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
for	Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
1	STRAHNET (Y/N)	No	No	No	No	No	No
	Lifeline (Y/N)	No	No	No	No	No	No
e- iust	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No
eas id	TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA
A	Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No
	ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No
osi	General Plan/RTP LOS Standard	Fresno Co LOS C for RTP Regionally Significant System		Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System
i, all nd	General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
	Passing Lanes (Y/N)	No	No	No	No	No	No
	Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
_							